Washington State Department of Transportation
15700 Dayton Avenue North
Seattle, WA 98133

January 22, 2005

Request For Proposals
Design-Build Construction of
Everett HOV Design-Build

ATTENTION: All Short-listed Proposers

RFP **Addendum #3**

The RFP for the Everett HOV Design-Build Project is modified as follows:

1. *In Appendix AA, Instructions to Proposers, Section 1.7 Procurement Schedule, the ATC Submittal Deadline is changed to* February 4, 2005.

2. *In Appendix AA, Instructions to Proposers, the first sentence of Section 2.7 Alternate Technical Concepts, is deleted and replaced with the following:*

   To promote innovation by Proposers and to maintain flexibility in the procurement process, WSDOT will allow Proposers to submit for WSDOT's consideration Alternative Technical Concepts (ATCs) that modify the Basic Configuration or other Contract Requirements. ATC's that require a "deviation" which meets the definition of "deviation" in Section 330.03 Definitions of the Design Manual for Design-Build Projects, at the discretion of WSDOT, may not be considered for approval unless the ATC is accompanied by a statement granting WSDOT permission to share that deviation, if approved, with the other Teams prior to the Proposal due date.

3. *In Appendix AA, Instructions to Proposers, the first sentence of Section 2.7, Stipend, is revised to read as follows:*

   WSDOT will pay a Stipend of ~~$200,000~~ $230,000.00 to each Proposer that provides a responsive but unsuccessful Proposal, provided that such Proposer has timely executed and delivered the Stipend Agreement (Form M) to WSDOT and has submitted a request for payment to WSDOT.

4. *In Appendix AA, Instructions to Proposers, the first sentence of item 3a of Form M, Stipend Agreement, is revised to read as follows:*

3. COMPENSATION AND PAYMENT

(a) Compensation payable to Proposer for the services described herein shall be in the amount of ~~$200,000~~. $230,000.00.

5. *At the discretion of the Design-Builder, superelevation for I-5 mainline and ramps shall use either figure 640-11a Superelevation Rates (10% max) or figure 640-11c Superelevation Rates (8%max), of the Design Manual.*

6. *In Chapter 2, Technical Specifications, add the following new Section to Chapter 2.11, Geometric Design*:

2.11.4.1.9 Superelevation

WSDOT has evaluated the adequacy of superelevation for 70 mph design speed of existing I-5 mainline in the areas paved with asphalt pavement using the equation provided in Section 642.06 of the Design Manual for Design Build Projects. From that analysis, it has been determined that the Design-Builder shall design and construct superelevation and superelevation transitions of existing and new lanes and shoulders for the following I-5 mainline curves using the full superelevation shown in the table below: Note that for the curves shown in the table below, it will not be sufficient to grind and inlay 0.15 feet of HMA.

PI Station	Full Superelevation
LR 230+36.95	0.08
LR 254+24.37	0.08
LR 294+58.18	0.08 *
LL 441+02.92	0.08

* For this curve, it may not be possible to achieve full superelevation due to the short length of the curve – Design-Builder shall design and construct appropriate superelevation transitions. Additionally, consider that the 500 foot minimum length of curve criteria has been satisfied due to the spirals.

For all mainline curves not shown in the table above in areas paved with asphalt pavement, use the existing superelevation for existing and new lanes and shoulders.

Bidders shall furnish the Secretary of Transportation with evidence of receipt of this Addendum. This Addendum will be incorporated in the contract when awarded and when formally executed.

Bob Dyer, for
Harold Peterfeso, P.E.
State Design Engineer